



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam

201 Mission Street  
Suite 1650  
San Francisco, CA 94105  
415-744-3133  
415-744-2726 (fax)

**AUG 16 2011**

Mr. Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2592

Attention: Brad McAllester, Executive Officer, Long Range Planning and Coordination

Re: Revised Final Environmental Assessment and  
Finding of No Significant Impact for the  
Wilshire Bus Rapid Transit Project

*AR*  
Dear Mr. Leahy:

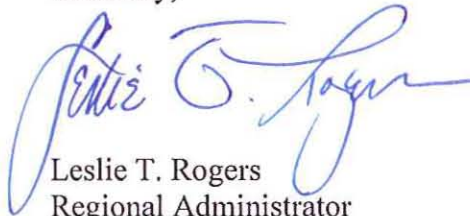
Based on our review of the Revised Final Environmental Assessment, dated April 2011, for the proposed Wilshire Bus Rapid Transit Project, the Federal Transit Administration (FTA) has issued a Finding of No Significant Impact (FONSI). A copy of the FONSI is enclosed.

The FONSI and supporting documentation should be made available to affected government agencies and the public and should be posted on the project website. A Notice of Availability for the FONSI should be published in local newspapers and should also be provided directly to affected government agencies, including the State intergovernmental review contacts established under Executive Order 12372.

Please note that the terms and conditions of the grant contract will require the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles to undertake the mitigation measures identified in the Revised Final Environmental Assessment and FONSI.

Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act. If you have questions about our review, please call Ms. Mary Nguyen of our Los Angeles Metropolitan Office at (213) 202-3960.

Sincerely,

  
Leslie T. Rogers  
Regional Administrator

Enclosure

## Finding of No Significant Impact

**Grant Applicant:** Los Angeles County Metropolitan Transportation Authority

**Project Sponsors:** Los Angeles County Metropolitan Transportation Authority (LACMTA),  
City of Los Angeles

**Proposed Project:** Wilshire Bus Rapid Transit Project

The Environmental Assessment (EA) for this project was prepared in cooperation with the Federal Transit Administration (FTA) pursuant to the National Environmental Policy Act of 1969 (42 U.S. 4332); the Federal Transit Laws (49 U.S.C. 5301(e), 5323(b), and 5324(b)); Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303); and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

**Description:** The Wilshire Bus Rapid Transit (BRT) Project is intended to improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit. The general improvements include conversion of existing curb lanes to dedicated bus lanes in each direction during peak periods; restriping of traffic lanes, as necessary; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. The project would also upgrade to the transit priority system in the corridor. Where there are no dedicated bus lanes, buses would operate in mixed-flow traffic. Key elements of Alternative A-1– Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue, which the LACMTA and the City and County Los Angeles have identified as the Locally Preferred Alternative (LPA) and are advancing, include:

- 7.7 miles of dedicated bus lanes from South Park View Street to San Vicente Boulevard (5.4 miles), the western border of the City of Beverly Hills to Comstock Avenue (0.5 mile), Selby Avenue to mid-block Gayley/Veteran Avenue (0.5 mile), and Bonsall Avenue to Centinela Avenue (1.3 miles);
- 3.6 miles of curb lane reconstruction/resurfacing between Western Avenue and San Vicente Boulevard;
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile);
- Lengthening of the eastbound left-turn pocket at Sepulveda Boulevard by approximately 470 feet;
- Widening of Wilshire Boulevard between Bonsall Avenue and Barrington Avenue to accommodate dedicated bus lanes (0.7 mile) by a reduction of sidewalks to a uniform width; and
- Upgrades to the transit priority system with: (1) the addition of bus signal priority at intersections with near-side bus stops, (2) increase in maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor.

**Alternatives:** Five alternatives, including a No Project Alternative, were examined. All of the alternatives include the upgrades to the transit priority system, signage, and restriping for dedicated bus lanes, as necessary, along the project corridor as described above. Other improvements involved under each alternative are as follows:

- *No Project Alternative.* Under this alternative, improvements would not be implemented.
- *Proposed Project.* The Proposed Project involves construction of 9.7 miles of dedicated bus lanes from Valencia Street to San Vicente Boulevard (6.1 miles), the western border of the City of Beverly Hills to Sepulveda Boulevard (2.3 miles), and Bonsall Avenue to Centinela Avenue (1.3 miles). It also includes 3.0 miles of curb lane reconstruction/resurfacing between Western Avenue and Fairfax Avenue and removal of jut-outs and realignment of curbs for dedicated bus lanes between Comstock Avenue and Malcolm Avenue (1.0 mile). Wilshire Boulevard would be widened between Bonsall Avenue and Barrington Avenue to accommodate dedicated bus lanes (0.7 mile). It would also lengthen the eastbound left-turn pocket at Sepulveda Boulevard by approximately 470 feet.
- *Alternative A – Truncated Project Without Jut-Out Removal.* Alternative A includes the development of 8.7 miles of dedicated bus lanes from Wilshire Boulevard/South Park View Street to Wilshire Boulevard/Centinela Avenue. Existing jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile) would be retained. The existing traffic lane would be converted to a dedicated bus lane in each direction between Comstock Avenue and Malcolm Avenue. 1.8 miles of curb lane reconstruction/ resurfacing would occur between Fairfax Avenue and San Vicente Boulevard (0.6 miles) and between the western border of the City of Beverly Hills and Westholme Avenue (1.2 miles). Wilshire Boulevard would be widened between Bonsall Avenue and Barrington Avenue to accommodate dedicated bus lanes (0.7 mile). The eastbound left-turn pocket at Sepulveda Boulevard would be lengthened by approximately 470 feet.
- *Alternative A-1 – Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue.* This represents the alternative that the LACMTA, City Los Angeles and County of Los Angeles have identified as the locally preferred alternative and are advancing, as described above.
- *Alternative A-2 – Truncated Project with Bus Lanes from South Park View Street to San Vicente Boulevard.* Alternative A-2 includes the development of 5.4 miles of dedicated bus lanes on Wilshire Boulevard east of the City of Beverly Hills. The dedicated bus lanes would extend from South Park View Street to San Vicente Boulevard. Existing jut-outs between Comstock Avenue and Avenue (1.0 mile) would be retained. 3.0 miles of curb lane reconstruction/resurfacing would occur between Western Avenue and Fairfax Avenue. Alternative A-2 includes a design option for up to 2.0 miles of additional curb lane reconstruction/resurfacing from Hoover Avenue to Western Avenue (1.2 miles) and from Fairfax Avenue to San Vicente Boulevard (0.6 mile).

**Environmental Effects:** Pursuant to the requirements of NEPA for the FTA as codified in 23 Code of Federal Regulations (CFR) 771.119, the LACMTA prepared a Environmental Assessment (EA) in June 2010 and revised the EA in April 2011 (known as the Revised Final EA) in compliance with NEPA, 42 U.S.C. Section 4321 et.seq, and with FTA's regulations, 23 CFR 771 to evaluate the environmental effects of the project. The FTA served as lead agency under NEPA for the project and the EA analyzed and described the project's potential

significant impacts. The EA concluded that no significant adverse effects would occur to any resource.

The EA found that the project's implementation would cause no significant adverse environmental effects that would not be mitigated. This would apply to all applicable environmental elements including Air Quality, Land Use and Zoning, Environmental Justice, Social Impacts, Transportation, Noise, Hazardous Materials, Water Resources, Biological Resources, Visual Quality, Cultural Resources, Recreation and Section 4(f) Resources, Safety and Security, and Public Services and Utilities.

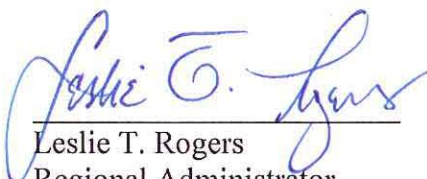
Following FTA consultation with the State Historic Preservation Officer (SHPO), the SHPO has confirmed that no historic resources pursuant to Section 106 are located at or near the site. The implementation of the project would not affect Section 106 or Section 4(f) resources, thereby satisfying the requirements and recommendations of 36 CFR 800.

The EA was released for public review on June 10, 2010. The Notice of Availability (NOA) was published in the *Los Angeles Times* and filed with the Los Angeles County Clerk. Copies of the EA were made available on the LACMTA's website ([www.metro.net/wilshire](http://www.metro.net/wilshire)) and at the LACMTA Records Management Center and seven public libraries. Copies were distributed to 46 agencies and organizations. Advertisements were published in *Our Weekly*, *Garment and Citizen* (in Spanish), *Downtown News*, *Korea Times* (in Korean), and in the on-line version of the *Daily Bruin*. Also, copies of the NOA were sent to over 60 media organizations, 759 mailing addresses, and 867 e-mail addresses. Information was also printed in brochure form and distributed on Metro buses and trains, as well as hand-delivered within the study area.

During the public review period, 138 letters were received. The four public hearings were attended by 102 individuals, 41 of whom gave oral testimony. 458 forms of opposition from Westwood residents and 253 forms of support from the Bus Riders Union were received. Lastly, a petition with 51 signatures from the Westwood area residents was received. Comments and responses were provided in Chapter 3 of the Revised Final EA.

A Revised Final EA was prepared in April 2011 to include analysis for Alternative A-1 and A-2 and update the responses to comments, accordingly. The NOA for the Revised Final EA was published in the *Los Angeles Times*, the *Korean Times* (in Korean), and *La Opinion* (in Spanish). Two public hearings were held on May 18 and May 26, 2011. Nineteen people spoke at the first meeting and 24 spoke at the second meeting. Seven written comments were received.

**Environmental Findings:** In accordance with 23 CFR Part 771, the FTA finds, on the basis of the analysis, reviews, and mitigation measures identified in the Revised Final EA, that there are no significant impacts on the environment associated with the implementation of the project. The LACMTA has incorporated mitigation measures into the project to reduce or eliminate potentially adverse environmental impacts on traffic, air quality, noise and construction.

  
Leslie T. Rogers  
Regional Administrator  
FTA Region IX

Date AUG 16 2011